

CRAWFORD GRAND

E. L. Martling, Manager.

Saturday Matinee and Night, Dec. 10.

The Peerless Irish Comedienne,
May Smith Robbins

Supported by a Superb Company of Comedians and Songwriters, in the Musical Comedy.

"Little Trixie"

Under the Management of
Fred Robbins

Bright Music, Pretty Girls and Graceful Dancers.

Don't forget the matinee for ladies and children.

The Auditorium

Chas. Bittling, Manager

TONIGHT THE PAIGES

And Their

Superb Double Company

Dramatic and Vaudeville in

Letitia's Sensational Comedy Drama,

Pawn Ticket 210

Edna Paige as "May," the Pledgee.

Geo. W. Paige as "Harris," the Pawnbroker.

Admission to Cents.

Reserved seats, NO EXTRA CHARGE.

Warren Costume company rents masquerade costumes. 12-30

Exchange Stables.

Exchange Stables at Orlando and Stillwater. Make a specialty of carrying passengers between these points. Also do a general livery business. Traveling men's patronage solicited.

SHIVELY, VAN WYKE & SHIVELY.

Always the latest in picture frames at Martin's Art Store. 15-21

Mrs. Winslow's Soothing Syrup.

Has been used for over FIFTY YEARS by MILLIONS OF MOTHERS for their CHILDREN'S WHOOPING COUGHS, COLIC, BRUISES, SCALDS, SORES, AND ALL THE CHILD'S AFFLICTIONS. IT SOOTHES THE CHILD, SOFTENS THE GUMS, ALLAYS ALL PAIN, CURES WIND COLIC, AND IS THE BEST REMEDY FOR DIARRHOEA. Sold by druggists in every part of the world. Be sure and ask for "Mrs. Winslow's Soothing Syrup," and take no other kind. Twenty-five cents a bottle.

Statuary, pictures, easels, screens, medals and art novelties at Martin's Art Store. 15-21

Bertha are Electric Lighted.

On the California Limited, Santa Fe Route. A new system, electricity generated by our axles; 5,000 candle-power.

Sealed Proposals for the Construction of Sidewalks.

City Clerk's Office, Wichita, Kan., Dec. 8, 1898.

Notice is hereby given that sealed proposals will be received at this office until 6 o'clock p. m. December 12, 1898, for the construction of sidewalks, to-wit:

A 5-foot wide sidewalk on east side of 10th avenue, from Douglas to Gilbert.

A five-foot wide sidewalk on north side of 10th avenue, from Fairview to Lincoln.

Each proposal must state price per lineal foot.

A certified check for \$10 must accompany each bid. Said check must be made payable to the city of Wichita, which shall forfeit to the city of Wichita upon refusal or neglect of any bidder to enter into contract to construct said sidewalks. The mayor and council reserve the right to reject any or all bids.

H. T. KRAMER, City Clerk.

CHRISTMAS AND NEW YEAR'S HOLIDAY RATES, 1898-99.

The Mo. Pac. Ry. will sell on account of the Christmas and New Year's holidays, tickets at one fare for the round trip to all points on the system within a distance limit of 200 miles. Tickets will be sold Dec. 24th, 25th, 26th and 27th, 1898, and Jan. 1st and 2nd, 1899. Final limit for return on all tickets will be Jan. 4th, 1899.

E. E. BLOCKLEY, P. & T. A.

114 N. Main St.

Depot corner Wichita and Second Sts.

FARMERS' NATIONAL CONGRESS.

FORT WORTH, TEXAS.

December 6 to 14, 1898.

Via the Santa Fe, \$12.00 for the round trip. Tickets on sale December 4 and 5, 1898. Final return limit twenty-one days.

L. R. DELANEY, Agent.

REMEMBER THIS—

THE SANTA FE ROUTE

RUNS A TRAIN FROM WICHITA TO—

Kansas City in 7 hours, 19 minutes

Chicago in 10 hours, 2 minutes

St. Louis in 10 hours, 2 minutes

Cincinnati in 14 hours, 14 minutes

Arriving at Cincinnati and Louisville before noon.

Time to all points east and southeast correspondingly quick.

Most popular line to all points.

Phone 123. L. R. DELANEY, Agent.

NO ODDS

Where you go and when, the Rock Island service is always the best. Low rates, fast time and courteous treatment.

A. E. COOPER, P. & T. A.

EBEN McLEOD, A. G. P. & T. A.

GENERAL STEAMSHIP AGENCY,

MISSOURI PACIFIC TICKET OFFICE,

114 North Main Street, Wichita, Kan.

We can sell you through railway and steamship tickets to all points in the world.

We are agents for the following lines of ocean steamship companies and keep the original tickets always on hand, so that upon purchasing we can hand them to you at once.

American line, New York to Southampton.

Anchor line, New York to Glasgow.

Cunard line, New York to Liverpool.

North German Lloyd, New York to Southampton, Bremen, Genoa, Naples, Gibraltar, Austria, China and Japan.

White Star Line, New York to Liverpool, Cape Town, South Africa and South American ports.

We also make a specialty of prepaid ocean tickets. So that anyone desiring to pay for a ticket before to bring over their friends from the old countries can do so safely and cheaply. We attend to the delivery of the ticket on the other side.

E. E. BLOCKLEY, Agent.

HOLIDAY RATES VIA ROCK ISLAND.

On December 24, 25, 26 and 27, 1898, and January 1 and 2, 1899, the Great Rock Island will sell tickets to any point within a distance of 200 miles, at rate of one fare for the round trip, good returning up to and including January 4.

L. M. MOFFET, P. & T. A.

We wish we could cash our time for what it seems to be worth to us when a tourist secures it.—Atchison Globe.

SUBSIDY REEDED

For the Rehabilitation of the Merchant Marine.

OTHER NATIONS USE IT

Something Must be Done Quick If Ever to be Done.

Washington, Dec. 7.—The annual report of Navigation Commissioners Chamberlain devoted mainly to statistics and facts in support of the project for the creation of the American merchant marine recommended by Secretary Gage.

"Excluding the great lakes, practically shut off by Niagara Falls from foreign competition, the tonnage of vessels entered and cleared at seaports of the United States in foreign trade in 1897 comprised 7,485,000 tons American and 2,624,415 tons foreign shipping. In overseas navigation to foreign ports more than 1,500 miles distant, American shipping amounted to only 2,068,000 tons, compared with 7,510,000 tons foreign.

CHOICE OF THREE COURSES.

"Only three practical courses, at the present time, are open to the United States:

"First—We may retain our laws unchanged, ignore national navigation and continue to rely on vessels under foreign flags for the transportation of our exports and imports.

"Second—We may permit foreign built vessels to register under the American flag, ship crews and crews under the American flag, and increase national navigation.

"Third—We may extend direct government aid to vessels built in the United States, and thus increase both navigation and national shipbuilding.

"The last named of these three courses is suggested to a very great extent by our new relations to the rest of the world, which expects the United States to become a maritime power. For the first time we now hold and shall doubtless permanently hold inhabited territory beyond the limits of the North American continent.

"If all that such possession involved were the physical force to keep these domains against all comers, the vote of some extra tens of millions every year to the army and navy would be sufficient. The flag of the United States should be more the token of conquest by superior strength. Our maritime position must correspond to our pretensions, and to attain this result American ship yards and American ships must be increased, and reasonable contributions from the treasury towards this result should not be begrudged.

"Nations and individuals that dissent from the general policy of government aid to private enterprise concede on political grounds an exception in favor of ship building and navigation.

"Largely through indifference we have lost the share in trans-Atlantic navigation which was once ours. The growing trade of the Pacific is rapidly slipping from us. Excluded from the coastwise and clearances from Asia and Oceania at ports of the United States in 1890 amounted to 28,840 tons American shipping and in 1897 to only 22,438 tons, while foreign shipping increased from 41,242 tons to 52,720 tons. Foreign nations are now skillfully following the policy of government aid to private enterprise.

"The United States has developed ourselves into the belief that the Pacific trade will become ours without taking ordinary precautions to meet competition."

"Liberate extracts are published from the report on which the rebuilding last year was based. The United States paid out to German vessels in the Pacific showing that Germany is already endeavoring to forestall the United States in securing commercial control of the Pacific.

SUBSIDY RATES COMPARED.

"The act of 1891 was designed to secure the largest and quickest steamships in the world for the American service on the Atlantic. Marine construction of vessels has already advanced beyond the size and speed contemplated when that act was passed. It has proved inadequate for the Pacific. Its maximum rates for that trade are \$2.30 per ton per mile outward for a 16-knot steamer. The British government pays \$2.40 to the Canadian Pacific line; the German government \$2.40 to the Messageries Maritimes for the equivalent of an inferior service to Asia.

"Spain imposes annual charges of \$500,000 on Cuba, \$125,000 on Porto Rico and \$170,000 on the Philippines for steam communication and herself contributed \$1,000,000 more for that purpose. This Spanish total is about double the entire support the United States gave to American steamships in 1897. The obligations we have assumed in taking Porto Rico and the Philippines, annexing Hawaii, and governing Cuba, thus require us to make larger appropriations for the merchant marine, or to confess our weakness by abandoning navigation to Great Britain, Germany, France and Japan.

"AMERICAN REGISTRY EXTENSION." "We must not take steps for the qualified admission of foreign ships to the American registry in order to enter immediately into active competition for Asiatic trade. The act of 1891 calls for 5,000-ton steamships of 16 knots. We have only ten seagoing steamships of over 4,000 tons. Four of these are American, trans-Atlantic liners, and two New York and Cuba mail lines, already under postal contract. The Arizona, 5,300 tons, 16 knots, is the only vessel complying with the requirements of the act of 1891, and she was admitted by congress last June to American registry and is now in the Peninsular department. The China, admitted by congress at the same time, is 4,900 tons, 17 knots. The two remaining vessels are the City of Peking, 5,000 tons, but only 14 knots, built in 1874, and the El Rio, owned by the navy under the name Diana.

RELAXATION, WHY NECESSARY.

"It will require at least 18 months to build vessels of over 5,000 tons and 16 knots, needed to meet new conditions in the Pacific. Meanwhile a combination of four large German liners, aided by the rebuilding, is hastening to complete steamship to carry out the German imperial policy in Asia.

"A relaxation of the registry law was necessary to establish our transatlantic line, and a similar relaxation is now necessary to meet conditions on the Pacific. It is proposed that foreign-built vessels be admitted to American registry on condition that equivalent tonnage be built in the United States, as we done in the case of the Paris, New York, St. Louis, and St. Paul. By a similar policy, Germany has built up within fourteen years its great ship yards. From 1885 to 1897 the North German-Lloyd spent \$7,500,000 in Germany and \$2,000,000 in British yards, while from 1891 to 1897 it spent \$15,000,000 in German yards and only \$1,500,000 in British yards."

WHAT SUBSIDY NECESSARY.

"The report considers differences in cost of construction and operation under the American and British flag, and concludes that the average for cargo steamships now generally in use by foreign nations, this difference amounts to about one cent per ton for each 100 nautical miles. On the basis considered, an average annual expenditure of about \$5,000,000 for 12 or 15 years will give the United States a becoming maritime rank. This sum is substantially the expenditure for sugar bounties under the tariff of 1890. By investing the necessary capital, the United States can become a ship-building power superior to Germany and a close competitor to Great Britain. This autumn we exported plates for the largest steamship now on the ways in Great Britain. Five years ago we imported the plates from Great Britain for our first large steel square-rigged ship. Trade between the United States and Porto Rico, now by executive order restricted to American vessels, should be so confined by statute.

RESTRICTION AS TO HAWAII.

"The restriction of trade between the United States and Hawaii to American vessels is even more important. Of that trade, thirty per cent is already carried on by American vessels, which will doubtless be admitted to American registry by congress. American vessels now leaving in ballast will suffice to supply the transportation requirements of the islands, if foreign vessels are withdrawn. Almost Hawaii to the development of American navigation in the Pacific is involved in treating the islands as an extension of our continental territory, bringing us from 190 to 2,900 miles nearer the markets of Asia and Australia. The position of British and German interests to the proposition is anticipated in the line of their consistent policy, by subsidies to develop their shipping on the Pacific. The restriction proposed, however, is in strict accord with our national policy and with our treaty, and does not interfere with existing trade relations."

A revision of the tonnage tax law is proposed.

"The report also considers legislation for the improvement of American seamen, pilotage charges, seaworthiness of vessels, allotment of wages and other matters.

ROYAL Baking Powder

Made from pure cream of tartar.

Safeguards the food against alum.

Alum baking powders are the greatest menaces to health of the present day.

ROYAL BAKING POWDER CO., NEW YORK.

to meet conditions on the Pacific. It is proposed that foreign-built vessels be admitted to American registry on condition that equivalent tonnage be built in the United States, as we done in the case of the Paris, New York, St. Louis, and St. Paul. By a similar policy, Germany has built up within fourteen years its great ship yards. From 1885 to 1897 the North German-Lloyd spent \$7,500,000 in Germany and \$2,000,000 in British yards, while from 1891 to 1897 it spent \$15,000,000 in German yards and only \$1,500,000 in British yards."

WHAT SUBSIDY NECESSARY.

"The report considers differences in cost of construction and operation under the American and British flag, and concludes that the average for cargo steamships now generally in use by foreign nations, this difference amounts to about one cent per ton for each 100 nautical miles. On the basis considered, an average annual expenditure of about \$5,000,000 for 12 or 15 years will give the United States a becoming maritime rank. This sum is substantially the expenditure for sugar bounties under the tariff of 1890. By investing the necessary capital, the United States can become a ship-building power superior to Germany and a close competitor to Great Britain. This autumn we exported plates for the largest steamship now on the ways in Great Britain. Five years ago we imported the plates from Great Britain for our first large steel square-rigged ship. Trade between the United States and Porto Rico, now by executive order restricted to American vessels, should be so confined by statute.

RESTRICTION AS TO HAWAII.

"The restriction of trade between the United States and Hawaii to American vessels is even more important. Of that trade, thirty per cent is already carried on by American vessels, which will doubtless be admitted to American registry by congress. American vessels now leaving in ballast will suffice to supply the transportation requirements of the islands, if foreign vessels are withdrawn. Almost Hawaii to the development of American navigation in the Pacific is involved in treating the islands as an extension of our continental territory, bringing us from 190 to 2,900 miles nearer the markets of Asia and Australia. The position of British and German interests to the proposition is anticipated in the line of their consistent policy, by subsidies to develop their shipping on the Pacific. The restriction proposed, however, is in strict accord with our national policy and with our treaty, and does not interfere with existing trade relations."

A revision of the tonnage tax law is proposed.

"The report also considers legislation for the improvement of American seamen, pilotage charges, seaworthiness of vessels, allotment of wages and other matters.

CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of J. C. FLETCHER

IS NAMED THE PATFINDER

Finest of Coast Survey Steamers

Launched at Elizabeth, N. J.

New York, Dec. 7.—The United States survey steamer Pathfinder was launched at Elizabeth, N. J. today. Miss Ruth W. Crandon, daughter of Secretary of Treasury George C. Crandon, christened the vessel. A special train brought the invited guests to Elizabeth among them being the Secretary and Mrs. Gage, Assistant Secretary Spaulding, the Secretary of agriculture and Miss Wilson, Mrs. Crandon and Miss Ruth Crandon, of Elizabeth, N. J. today. Miss Ruth W. Crandon, daughter of Secretary of Treasury George C. Crandon, christened the vessel. A special train brought the invited guests to Elizabeth among them being the Secretary and Mrs. Gage, Assistant Secretary Spaulding, the Secretary of agriculture and Miss Wilson, Mrs. Crandon and Miss Ruth Crandon, of Elizabeth, N. J. today.

WHEAT CAR JUMPS THE TRACK

And Knocks Down 150 Feet of a Bridge in St. Paul.

St. Paul, Minn., Dec. 7.—A St. Paul and Duluth train of 40 cars loaded with wheat struck one of the supports of the Sixth street steel bridge today. About 150 feet of the bridge fell. A. Cohen, a collector, was on the bridge at the time and went down in the wreck, sustaining internal injuries and a broken leg. It is feared he will die. Most of the railroad tracks between the city, as well as the telephone lines, passed over the bridge and a considerable delay to traffic and telegraphic communication will result. The damage to the bridge is estimated at \$20,000, and to the train at \$2,000. One of the wheat cars jumped the track as it approached the bridge.

Protest of the Raisin Growers.

Washington, Dec. 7.—Senator Perkins today called at the White House and on behalf of the California Raisin Growers' congress presented to the president a number of strong remonstrances against the country entering into any reciprocal agreement with Greece in which the current and raisins come into direct competition with the California product.

Alger's Son Hurt by a Toboggan

Grand Mere, Que., Dec. 1.—Russell A. Alger, Jr., son of the American secretary at war, and manager of his father's pulp company here, was badly injured on Sunday by being thrown from his toboggan. The toboggan carrying Mr. Alger slid over an embankment, dropping twenty feet. His companion fell on top of him. Mr. Alger's spine was injured and his physicians said it will be at least weeks before he will recover. At present he is confined to his bed.

Two Lives Lost in a Hotel Fire.

Minneapolis, Minn., Dec. 7.—A special train from Wadena, Minn., says: The Central Hotel has burned and two men have lost their lives, while all the guests in the building were obliged to escape through the windows. The bodies burned beyond recognition have been recovered, but they are undoubtedly C. J. Sogard and Frank Austin, who are missing. Several people were seriously injured. The property loss was small.

Death of Duckworth in St. Louis in 1897

APPEARING A SUICIDE

Possibly the Result of a Most Diabolical Scheme.

St. Louis, Mo., Dec. 7.—The Post-Dispatch today throws light on a mysterious shooting that occurred in St. Louis on January 24, 1897, and resulted in the death of Elliott L. Duckworth at Kansas City, Kan., sometime after that. According to the story, Duckworth came to St. Louis from Springfield, Mo., to meet Edward L. Doling, an Indiana bank cashier, who, in a letter, had offered the former a remunerative position.

Before meeting Doling, Duckworth, who had registered at the Planters' Hotel, strolled out to Forest Park, where he was later found on the same day, badly wounded, with a bullet hole in his head and a revolver lying beside him. It was apparently a case of suicide.

In the wounded man's pocket was found a card bearing these words: "I am Edward L. Doling, of Terre Haute, Ind. In case of accident."

Doling, it appears, was at that time wanted for embezzling \$30,000 from a bank in a small town near Terre Haute, Ind. He disappeared about the time he wrote the letter to Duckworth, making the St. Louis appointment with the latter. Doling and Duckworth, who were not acquainted personally, resembled each other to a remarkable degree. The story goes on to say that Duckworth was decoyed to this city by Doling and fatally shot, a card put in his pocket with the latter's name on it, and the wounded man passed off on the police and public as the missing embezzler.

Duckworth was taken home by his sister, Mrs. Eva C. Hutchinson, of Hutchinson, Kan., he having revealed his identity. The wounded man denied that he had attempted to commit suicide, and said he remembered nothing of the shooting.

It is said, he is still at large and the police of the Indiana town and those of St. Louis are searching for him, one on the charge of embezzlement and the other for murder.

Mrs. E. W. Texford of Springfield, Mo., a sister of E. L. Duckworth, makes public the following letter, which forms an important connecting link in the circumstantial evidence in the case: "To Elliott L. Duckworth, Springfield, Mo. 'Terre Haute, Ind., June 4, 1897.—Dear Friend: I have a good position for a young man of your age in St. Louis, Mo. You have been recommended to me by a friend, who says he thinks you will fill this position admirably. If you think you would like a good position, one in which you will be given an opportunity to rise, I will talk with you. If you decide to investigate my offer meet me at the Planters' Hotel, St. Louis, Mo., at 2 o'clock on the afternoon of June 11. Write me, addressing me care of the Planters' Hotel, St. Louis, Mo. Hoping for a favorable answer, I remain,

Your sincere friend and well wisher,

"EDWARD L. DOLING."

Mr. Duckworth passed away on November 15, at the Bland Institute, at Kansas City, Kan.

UNVEILING OF STATUES

Of the Confederate Soldiers' Monument at Montgomery, Ala.

Montgomery, Ala., Dec. 7.—The four statues of the Confederate Soldiers' monument on Capitol Hill were unveiled today. They represent infantry, cavalry, and navy. Impressive ceremonies were held. Addresses were made by ex-Governor Thomas C. Jones as master of the occasion, Secretary of the Navy Herbert, for the navy; J. M. Falkner, for the cavalry; J. W. A. Sanford, infantry, and Benjamin S. Crawford, artillery. The thirteen Confederate states were represented by thirteen young ladies and the four branches of the service by four young ladies. The statues are impressive and represent the valor of the Confederate soldiers in the late civil war. There was an immense attendance as excursion trains came in from all parts of the state.

CASTORIA

The Kind You Have Always Bought

Bears the Signature of J. C. FLETCHER

IS NAMED THE PATFINDER

Finest of Coast Survey Steamers

Launched at Elizabeth, N. J.

New York, Dec. 7.—The United States survey steamer Pathfinder was launched at Elizabeth, N. J. today. Miss Ruth W. Crandon, daughter of Secretary of Treasury George C. Crandon, christened the vessel. A special train brought the invited guests to Elizabeth among them being the Secretary and Mrs. Gage, Assistant Secretary Spaulding, the Secretary of agriculture and Miss Wilson, Mrs. Crandon and Miss Ruth Crandon, of Elizabeth, N. J. today.

WHEAT CAR JUMPS THE TRACK

And Knocks Down 150 Feet of a Bridge in St. Paul.

St. Paul, Minn., Dec. 7.—A St. Paul and Duluth train of 40 cars loaded with wheat struck one of the supports of the Sixth street steel bridge today. About 150 feet of the bridge fell. A. Cohen, a collector, was on the bridge at the time and went down in the wreck, sustaining internal injuries and a broken leg. It is feared he will die. Most of the railroad tracks between the city, as well as the telephone lines, passed over the bridge and a considerable delay to traffic and telegraphic communication will result. The damage to the bridge is estimated at \$20,000, and to the train at \$2,000. One of the wheat cars jumped the track as it approached the bridge.

Protest of the Raisin Growers.

Washington, Dec. 7.—Senator Perkins today called at the White House and on behalf of the California Raisin Growers' congress presented to the president a number of strong remonstrances against the country entering into any reciprocal agreement with Greece in which the current and raisins come into direct competition with the California product.

Alger's Son Hurt by a Toboggan

Grand Mere, Que., Dec. 1.—Russell A. Alger, Jr., son of the American secretary at war, and manager of his father's pulp company here, was badly injured on Sunday by being thrown from his toboggan. The toboggan carrying Mr. Alger slid over an embankment, dropping twenty feet. His companion fell on top of him. Mr. Alger's spine was injured and his physicians said it will be at least weeks before he will recover. At present he is confined to his bed.

Two Lives Lost in a Hotel Fire.